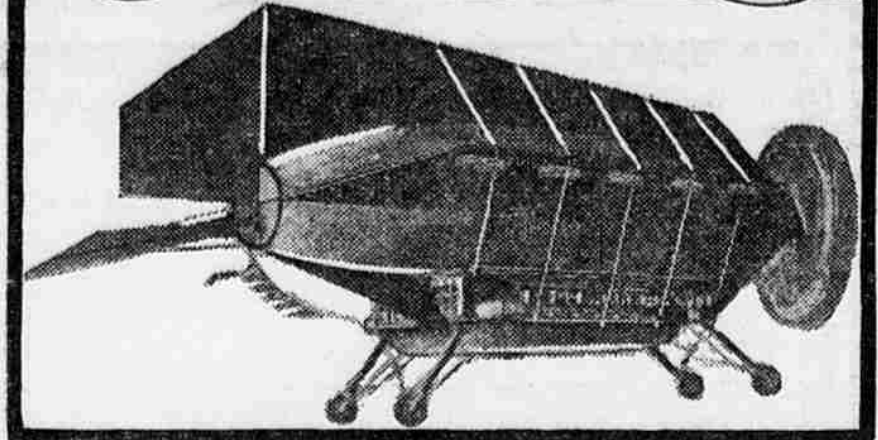
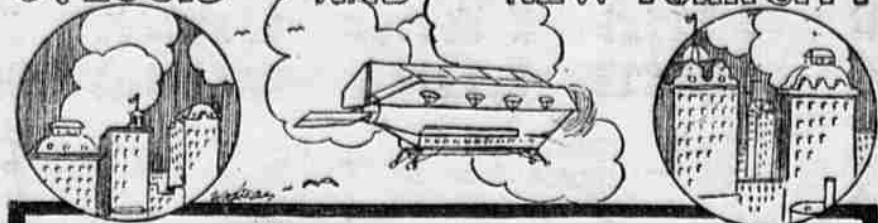
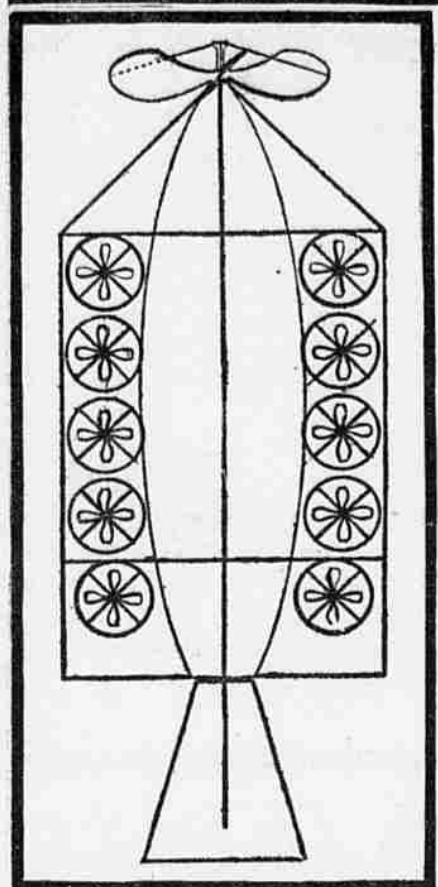


AIR LINE ROUTE BETWEEN ST. LOUIS AND NEW YORK CITY



THE PENNINGTON AIRSHIP



CROSS SECTION (FROM ABOVE) SHOWING
PROPELLERS OR "HELICOPTERS"

Fact is stranger than fiction. A two million dollar airship is being built for travel between New York city and St. Louis. Is the present year to see a realization of practical flight over long distances? Men with the money believe so and have contracted with Louis Nixon, the ship builder, for a monster craft which is intended to sail on the air, not on the water.

This original air liner will sail, according to present plans, between New York and St. Louis. Because of the frequency of travel between the two cities it is probable that the route will run by Chicago. By the air route the time between the two largest cities of the country will be reduced to much less than the present brief time of the limited trains of the two most prominent railway thoroughfares. There will be a saving of time because the route will be more direct, all the meanderings necessitated by rivers, lakes and mountains being eliminated in the untrammelled air.

In addition to this it is predicted that the speed of the airship will be much greater, ordinarily, than has yet been attained by steam or electric engines.

Railway officials claim that a 14-hour run between Chicago and New York is perfectly feasible. Their claims have been substantiated in actual running. Fancy, then, reducing this record by four or more hours! That is the claim set forth by the inventor and the capitalist backers and the builder of the leviathan which is going to plow the air, just as the wonderful, swift ocean liners push their way through the water.

This prognostication is not an idle dream of a novelist. Actual work has already been started on an airship to have a carrying capacity of 1,000 passengers, and which, if the experiment proves successful, will some time during the early summer be launched with imposing ceremonies and undertake its maiden trip from New York to Chicago and St. Louis.

The material for this air-going ship is now being forged and collected in the shipyard of Lewis Nixon, on Staten Island, N. Y. It is to cost roundly \$2,000,000, and the capital has been furnished by a number of wealthy men who have faith in the future of aerial travel as a profitable investment.

Among these men, located in various parts of the United States and elsewhere, are Oscar B. Bergstrom, a New York banker; Arthur Lewis of the Standard Oil Company; James H. Roberts, ex-comptroller of the state of New York; Walter G. Allison, a Philadelphia capitalist; H. W. Denison of the Allis-Chalmers Company; George

A. Taylor, a banker; John Chisman and Clarence H. Bennett, capitalists, of New York; T. R. White, a real estate owner and builder; George Kennedy, a Boston capitalist; Arthur Scofield of New York; Frank Damron, president of the Bridgeport Realty and Trust Company, of Bridgeport, Ala.; George Howard of Washington, D. C.; J. H. Underwood, a civil engineer of Buenos Ayres, and J. Lamair, president of the Lemair Construction Company.

Thurlof Weed Barnes of New York is credited with the getting together of this galaxy of moneyed men who are willing to take a substantial risk in furtherance of commercializing air travel. The plans of the new vessel have been worked out through a number of experimental years by Edward J. Pennington. As much as 15 years ago Pennington attracted a great deal of attention by his airship inventions.

This new airship that Mr. Nixon has undertaken to build is the result of 17 years' study on the part of Mr. Pennington, the inventor. He is generous in acknowledging his indebtedness to Count Zeppelin, whose exploits with his dirigible balloons last year were one of the spectacular developments of aerial navigation in a wonder-working year. Pennington believes, however, that his own idea of discarding silken bags in favor of what he calls a "buoyancy chamber" made of steel will, with his other improvements, render his craft immune from the dangers which are sure to beset the present day dirigible balloon.

"The great advantage of our ship," says Mr. Pennington, "is that we shall never need to bring her to the ground to renew her gas. Pure hydrogen gas as a lifting force will be used in the buoyancy chamber, and this gas, properly confined, will last for years without deteriorating, or need of renewal. "That is the real solution of the whole problem, and once our ship is in the air she will float there, out of harm's way, until the wear on her machinery renders her useless."

The plans for this wonderful air liner contemplate a steel vessel 1,000 feet long over all. The cigar-shaped buoyancy chamber will measure 700 feet from tip to tip and eight feet at its greatest diameter.

The principle upon which the levitation of the air is operated is that upon which all the later dirigibles, including Count Zeppelin's, are constructed. This is the principle of the annihilation of gravity.

In other words, the ship is given a buoyancy just sufficient to counteract its weight. That is to say, Mr. Pennington's airship, with its buoyancy chamber filled with hydrogen, will, for all its 1,000 feet of steel, weigh almost nothing. A child could lift it with one finger or toss it aloft like a rubber ball.

The ship will be equipped with 11 propellers, five on each side and a larger one, as shown in the picture, in front. The side propellers revolve on a horizontal plane when it is desired to raise or lower the craft, acting, in the parlance of aeronautics, as "helicopters."

When, however, the ship has reached a proper altitude and it is desired to drive her ahead, the "helicopters," which work on swivel joints, are adjusted to the vertical plane and propel the ship on her chosen course. Or, similarly, they may be reversed to drive her astern. Two or more or all of these propellers may be used at any time. Eight propellers will drive the ship at an average speed of 30 miles an hour; 11 propellers will send her through the air at a 40 mile clip.

It is not necessary to use all the propellers at the same time when going with the wind, and the big craft can partly "coast" in these circumstances, just as an automobile or railway locomotive does when descending a grade.

The buoyancy chamber, as before stated, is to be constructed of steel, and will have many compartments to insure safety in case of puncture.

DISHES THAT TEMPT

RECIPES FOR THOSE FOND OF
PIES AND CAKES.

Swedish Cookies, If New, Well Worth
Preparing—Delicious Spice Cake
—Orange or Lemon in
Jar Gives Flavor.

Butternut Cake.—Two cups flour, one cup brown sugar, one cup sour cream, one cup chopped raisins, one cup chopped butternuts, one-quarter pound citron cut fine, two tablespoons molasses, butter the size of a large egg, two eggs, one teaspoon soda, one teaspoon (each) cinnamon, cloves, and nutmeg. Bake in a moderate oven for one and one-half hours.

Swedish Cookies.—One large glass of maple sirup, one-half pound of granulated sugar, one teaspoon of cloves, one teaspoon of ginger, one teaspoon of cinnamon. Cook until they hold together when tried in water. Take off fire and beat in one-half pound of butter. When cold, beat in three eggs and enough flour for a soft dough. Add two teaspoons of bicarbonate of potash dissolved in water. Stand over night. In the morning, if necessary, add a little flour. Roll, cut thin, and bake.

Delicious Spice Cake.—One and one-half cups of sugar, one-half cup of maple sirup, one good full cup of butter, one wineglass of sherry wine, one teaspoonful of cloves, cinnamon, nutmeg, and vanilla; one-half package of raisins, one-half package of currants and citron, all chopped fine; one cup of sour milk with one teaspoonful of soda well beaten into it. Two eggs, salt, and flour enough to drop from spoon.

Hint for Cake Flavoring.—An orange or lemon placed in the jar with newly-made cakes or cookies will give them a delicate flavor.

Brown Bread.—Three cups graham flour, one-half cup white flour, one-half cup New Orleans molasses, one cup sour milk, one cup sweet milk, one rounding teaspoon soda. Add one cup seeded raisins if desired, one teaspoon salt. Bake in square pan in a slow oven one and one-quarter hours.

Maderia Cake.—Line a cake tin; cream well together six ounces of butter and six ounces of castor sugar. Well whisk four or five eggs. Sieve nine ounces of flour and half a teaspoonful of baking powder; add to the flour the grated rind of one lemon; add flour and sugar until all is used. Pour the mixture into the greased tin. Bake in a moderate oven. When it has been in about twenty minutes place two large slices of citron peel on top of the cake. This must not be done too soon or it will sink in.

Sausage with Banana.

Select sound, ripe bananas and nice pork sausages in the link. Cut the links apart, place them in a saucepan with hot water enough to barely cover them, prick them with a fork to keep the skins from bursting, boil for 20 minutes, or until the water has boiled away, then cover and brown. Take care to prevent scorching. Have a hot platter ready and place them on it. Empty the fat which remains into a frying pan, heat again, and place in it the bananas, peeled, sliced in half, and dredged with flour, and fry to a golden brown. Serve hot on the same platter with the sausage.

Delmonico Potatoes.

Cut cold boiled potatoes very fine and to each pint allow one cupful of cream, two tablespoonfuls of butter, one teaspoonful of salt and a dash of pepper. Season the potatoes with salt and pepper, put them in a shallow baking dish, add the cream, which should not quite cover them, and pour over them the butter (melted). Brown in a quick oven.

Tapoca Jelly.

Soak one-half a cupful of tapoca in one cup of orange juice over night and cook in one cup of sweet milk until soft and transparent. Add one-half cup of sugar, a pinch of salt, the grated rind of one orange, the beaten yolks of four eggs, one-half pint of sweet cream, and lastly the beaten whites of the eggs. Pour into a buttered baking dish and bake in a moderate oven for 20 minutes. Let get cold, then run a knife around edge of pudding and carefully remove from dish on to a plate.

Almond Custard.

Place over the stove one pint of milk in which put a large handful of bitter almonds that have been blanched and broken up. Let it boil until highly flavored with the almonds, then strain and set it aside until cool.

Boil one quart of rich milk, and when cold add the flavored milk, half a pint of sugar and eight eggs, with yolks and whites beaten separately, stirring all well together. Bake in cups and when cold place a macaroon on top of each cup.

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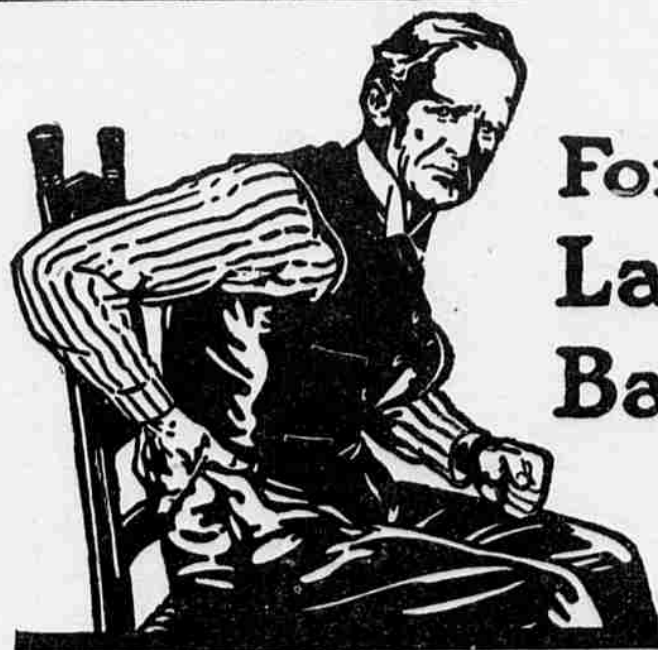
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